

Building Contracts, Contractors and Sub-Contractors

Factory Building—Cover over yard crane at the Laidlaw-Dunn-Gordon plant, in Elmwood Place (suburb). Owner, the Worthington Pump and Machinery Co.; engineer, Bert L. Baldwin, Perin Building, Cincinnati, Ohio. Contracts awarded as follows: Carpentry, the Cotteral Building Co.; structural iron work, the Toledo Bridge and Steel Co.; roofing, the H. W. Johns-Manville Co.

Residence—A residence to be built on Olive street, Price Hill. Owner, Joseph Pflum; architect, Oscar Schwartz, Provident Bank Building, Cincinnati, O. Contracts awarded as follows: Mill work, the Hyde Park Lumber Co.; brick, Apseoff Bros.; plumbing, Leon Kusel; electric work, the Stein Electric Co.; heating, the Williamson Heater Co.

Apartment Building—A duplex apartment building, to be erected on Ormond avenue, near Ludlow avenue, Clifton. Owner, Jacob Freund; architects, Stewart & Stewart, Bell Block, Cincinnati, O. Contracts awarded as follows: Carpenter work, M. M. Williamson; heating, Peck, Hannaford & Peck; plumbing, J. Wot & Co.; iron work, H. Ley & Co.; brick work, C. McDermott; plastering, Ed. Dennison; painting, Frank Griggs; tile, the Huber Builders' Material Co.

Factory—A structural steel shed, to be built at Front street and Freeman avenue. Owner, the Cincinnati Iron and Steel Co.; architects, Harry Hake and Chas. H. Kuck, associate, Telephone Building, Cincinnati, O. General contract for "A" building only let to F. W. Folz Co.

Stables—Stables, to be built on the Hamilton County Fair Grounds, at Carthage, O. Owner, the Board of Directors of the Hamilton County Agricultural Society; architects, Harry Hake and Chas. H. Kuck, associate, Telephone Building, Cincinnati, O. Contract for three buildings, stable "B" only, awarded to Oscar Schawver, of Madisonville.

Garage—Alterations in garage at 3119-24 Spring Grove avenue. Owner, the B. & H. Motor Car Co.; architects, S. S. & G. H. Godley, Neave Building, Cincinnati, O. Contract for plastering awarded to Henry Tasset.

Residence—A 2½-story brick residence, to be built at 3344 Gano avenue. Owner, James Brite; architects, S. S. & G. H. Godley, Neave Building, Cincinnati, O. Additional contracts awarded: Plumbing, Joseph Lamping & Son; heating, the Williamson Heater Co.

Chas. R. Simpson, owner, 1345 Herschell avenue, to build a 2-story frame residence at 6410 Beechmont avenue. Owner is builder. Cost, \$2,500.

Mary L. Taylor, owner, 1860 Hewitt avenue, to build a 1-story brick residence on southeast corner of Woodford and Yonote avenues. Edward Vaughn, builder; W. M. Firth, architect. Cost, \$5,500.

Bessie C. Beck, owner, 1209 Laidlaw avenue, to build a 2½-story brick dwelling on east side of Paddock road, between Franklin and Carolina avenues. F. H. Cordes, builder and architect. Cost, \$7,500.

St. Mark's Church, owner, to alter its building at Duck Creek road and Montgomery avenue. Jas. Neyer, builder. Jos. Steinkamp, architect. Cost, \$4,135.

Jos. Bolan, owner, 3236 Bishop avenue, to build a 3-story brick residence at 3226 Jefferson avenue. George De La Croix, builder; Max Kau, architect. Cost, \$6,500.

Paragon Refining Co., owner, to build an oil tank at 3222 Beckman street. Fischer-DeVore Co., builder. Cost, \$1,000.

Funck Bros., owners, 228 West Sixth street, to alter their building at northwest corner of Hackberry and Fernwood avenues. R. Oettinger & Co., builders; R. Kieg, architect. Cost, \$2,000.

Arthur Spiegel, owner, to build a 2½-story frame dwelling on west side of Red Bud avenue, south of Mitchell. H. M. Price, contractor. Cost, \$6,000.

B. Druhe, owner, Clinton Springs avenue, to build a frame milk depot on north side of Clinton Springs avenue, east of Carthage pike. W. H. Forbes, builder. Cost, \$2,200.

Miss Minnie von Guilpen, owner, 2627 Montana avenue, to build a 1½-story frame dwelling at 2619 Montana avenue. P. Rosenzweig, builder. Cost, \$1,850.

Diem & Wing Paper Co., owner, to build a brick and concrete garage and power house at 608 Eggleston avenue. M. Marcus Co., builder; Tietig & Lee, architects. Cost, \$13,500.

Hamilton County Agricultural Society, owner, to build a frame stable on Carthage Fair Grounds. O. A. Shawver, builder; Harry Hake, architect. Cost, \$7,000.

Henry Reeder, owner, Colerain avenue, to build a frame barn on east side of Colerain avenue, north of North Bend road. Phil Stenger, contractor. Cost, \$3,000.

Moses I. Brown, owner, to alter his building at 3118 Spring Grove avenue. Henry Trossett, builder; S. S. Godley, architect. Cost, \$2,750.

Chas. Mayer, owner, 1804-06 Vine street, to build an addition to his building at the above address. Bart Shine, builder; P. E. Moosmiller, architect. Cost, \$11,000.

E. H. Richter, owner, 6205 Oakwood avenue, to alter his dwelling at the above Cost, \$1,200.

FRANCE CONSERVES WORKERS.

Washington, D. C.—While certain American employers are urging the suspension of all labor legislation, the French government has made the following declaration, according to the Children's Bureau, United States Department of Labor:

"With the continuance of the war it becomes necessary not only to find the best possible disposition of the forces available for our war industries, but also to avoid every cause of exhaustion or weakening of the labor employed in our factories. There is a close relation between the conditions in which we place our workers and the improvement for the increase of our war products. For the sake of the national defense we must conserve all their physical strength for the manufacture of arms and for the output of our factories."

France is now considering an education bill which would raise the standard of labor protection in war time by establishing a system of continuation schools and to require part-time school attendance during working hours of all working children under 17 years of age.

RAISES WAGES \$3 A WEEK.

Oakland, Cal.—Members of Bakers' union No. 118 employed at Richmond, Contra Costa county, have raised wages \$3 a week. Oakland employers are granting increases at the request of their bakery workers.

RAISE WAGES 10 PER CENT.

Peoria, Ill.—Organized electrical workers on strike against the Central Light company have raised wages 10 per cent and returned to work.

WOMEN SUFFRAGE DEFEATED.

Harrisburg, Pa.—By a vote of 77 to 75 the house laid on the table the Mitchell bill, granting to women the right of presidential suffrage.

OPPOSE WOMEN LABOR; SQUAW DAYS ARE OVER

Boston.—The days of squawdom, when women were treated as beasts of burden, is passed. Will street car presidents permit their daughters and sisters to serve as motormen and conductors?

The above sentiments are contained in sizzling resolutions adopted by the Boston Street Car Men's union in opposition to the proposed employment of women on street cars.

"This is not the first time," the unionists declare, "that organized labor has been called upon to protect the weak and defenseless, even to protect women against themselves, that their labor may not be exploited by the captains of industry who, under the guise of patriotism, hide their real motives and purposes, which seek to deny to those at present engaged in this occupation any serious collective effort to petition for a little more, in wages, of the huge profits of the business, that will enable them to maintain the American standard of living, and better meet the alarming increased cost to sustain such standards."

"This type of patriotism is the kind for the overthrow of which our nation is today taking up arms; and the placing of women on street cars as motormen and conductors will never win a battle, for there are men enough in the country to keep the machinery of civilization moving and conduct all necessary warfare, without forcing our women into objectionable employment."

"We ask our membership under what conditions or circumstances would they permit their daughters or sisters to become street railway motormen and conductors?"

"Will the street railway presidents and officials permit their daughters and sisters to accept employment as motormen and conductors? (Certainly these 'men' have no less regard for the high ideals of womanhood than the wage earner.) Any man of experience in this occupation can answer these questions because he knows there is no place for women on the cars of any street railway system."

"Let those who urge such a propaganda turn their efforts toward more serious things—real things—big things, which will far more assist the cause of the American people in the trying days to come than that of degrading American womanhood."

"Squawdom and women as beasts of burden are a shadow—from out of a dim and distant past. Let not this shadow again take form into a real substance in this era of progressiveness and enlightenment."

TEAMSTERS WORK RECALLED.

Cincinnati.—The humanitarian work of Joseph Heberle, union teamster, was recalled at the dedication of a monument to his memory.

Heberle's life was devoted to mankind, although he was declared a "visionary" a quarter of a century ago when he urged his fellow teamsters to unite and pleaded for legislation now accepted by society. This legislation includes free text books in Cincinnati public schools, abolition of Ohio child labor, abolition of Ohio prison contract labor, vestibules on electric cars, anti-tuberculosis provisions, publication of child labor records, vocational training and industrial education in Cincinnati public schools.

President Trout of the Brotherhood of Teamsters spoke at the dedication ceremonies. He dwelt at length on the real success "Joe" Heberle made of his life and the heritage he handed to his fellows who are developing a higher manhood through organization.

The monument was erected through the efforts of organized labor and sympathizers.

FOR EFFICIENCY EXPERTS.

New York.—The attention of efficiency experts is called to testimony of business men before Interstate Commerce Commission representatives, who are holding hearings on proposed freight rate increases.

One witness said that sometimes it took seventy days for a car load of Kansas flour to reach New York, although merchants accepted thirty days as the average time. "It is practically impossible," said another, "for a merchant to count even approximately when he may expect a car from Kansas."

A representative of Minneapolis milling interests testified that sometimes a car from Buffalo will reach New York in forty-eight hours and at other times the journey will require three weeks.

This testimony is in line with the plea of railroad brotherhood officials during their campaign last year for an eight-hour day. They insisted that railroads be forced to run shorter freight trains and speed up the time, thereby releasing freight cars, instead of permitting the practice of having loaded freight cars crawling across the country and remaining on side tracks in railroad yards until the company secured a sufficient number to make a mile-long train.

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PRSSS ASSISTANTS GAIN.

Cleveland, Ohio.—Press Feeders and Assistants' union No. 45 has secured wage increases of \$1 and \$2 a week. Married men will receive the higher figure.



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THE NICKEL TRUST EARNS \$16,728,913.

New York.—Stockholders of the International Nickel Company are not worrying over the high cost of living. The gross income of this concern for the last fiscal year was \$16,728,913, compared with \$14,091,612 the year previous. Profits on each share of common stock is \$7.78. Last year the profits on common stock was \$6.70.

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